



# **INDIANA DEPARTMENT OF TRANSPORTATION**

*Driving Indiana's Economic Growth*

## **Design Memorandum No. 11-25** **Technical Advisory**

December 22, 2011

**TO:** All Design, Operations, and District Personnel, and Consultants

**FROM:** /s/ Todd Shields  
Todd Shields  
Manager, Office of Systems Assessment  
Technical Services Division

**SUBJECT:** Ultrathin Bonded Wearing Course

**REVISES:** Indiana Design Manual Section 52-11.01, item 5

**EFFECTIVE:** April 13, 2012, Letting

The locations of existing surface irregularities, including bumps, to be addressed, should be shown on the plans. Quantities should be determined and incorporated into the milling or patching quantities.

If a public road or other approach requires an ultrathin bonded wearing course, separate quantities should be determined and identified as ultrathin bonded wearing course for approaches.

Mainline ESALs should be shown on the title sheet's traffic-data block, as the type of aggregate used is dependent on ESALs.

A lane-rental cost should be determined. See Indiana Design Manual Section 81-3.02 item 5. Figure 81-3D part II. B. includes the calculations which can be used to determine the hourly lane-rental rates. Once this information is known, it should be incorporated into Recurring Special Provision 414-R-590, as the closure-period rate. The provision should then be called for in the contract set. It is attached herewith.

Attachment  
TS:alu

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